

1-23. (CANCELED)

24. (NEW) A dual clutch planetary transmission (1) having a first planetary gear set (P1), a second planetary gear set (P2) and a third planetary gear set (P3) with at least a first frictional shifting element (K1) and a second frictional shifting element (K2) for shifting to various power paths in a power flow and first, second, third, fourth, fifth and sixth shape-fit shifting elements (A to F) for attaining various ratio stages within the power paths, the first and the second frictional shifting elements (K1, K2) and the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F) are placed between shafts (S1 to S3, ST1 to ST3, HR1 to HR3) of the first, the second and the third planetary gear sets (P1 to P3), also having a housing (2), a transmission input shaft (3) and a transmission output shaft (4) and a gear stage exchanger to change at least first, second, third and fourth gear stages by the first and second frictional shifting elements (K1, K2) without any interruption of continuous traction, and at least one of the first and the second frictional shifting elements (K1, K2) serve as a clutch, and the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), the first and the second frictional shifting elements (K1, K2) and the first and the third planetary gear sets (P1 and P3) are positioned within the housing and communicate with one another such that activation of the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F) can be effected without access through rotating parts.

25. (NEW) The planetary transmission according to claim 24, wherein the first and the second frictional shifting elements (K1, K2) are placed between the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F) and the first, the second and the third planetary gear sets (P1 to P3), the first and second frictional gear elements (K1, K2) are directly connected by half-clutches, which are proximal to the transmission output shaft (4), further with two different shafts (ST1, S1) of the first and the third planetary gear sets (P1 to P3) with their half-clutches, proximal to the transmission input shaft (3), standing in an operational connection with the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F).

26. (NEW) The planetary transmission according to claim 24, wherein at least one of the first and the second frictional shifting elements (K1, K2) serves as a brake.

27. (NEW) The planetary transmission according to claim 24, wherein the first and the second frictional shifting elements (K1, K2) operate at least one of wet and dry.

28. (NEW) The planetary transmission according to claim 24, wherein the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F) are synchronized shifting elements.

29. (NEW) The planetary transmission according to claim 24, wherein the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F) are positioned between the transmission input shaft (3) and the first and the second frictional shifting elements (K1, K2).

30. (NEW) The planetary transmission according to claim 24, wherein the first planetary gear set (P1), the second planetary gear set (P2) and the third planetary gear set (P3) form a 3-carrier-6-shaft gear train unit.

31. (NEW) The planetary transmission according to claim 30, wherein a carrier (ST1) of the first planetary gear set (P1) is connected to an internal gear (HR2) of the second planetary gear set (P2).

32. (NEW) The planetary transmission according to claim 24, wherein the internal gear (HR1) of the first planetary gear set (P1) is connected with a carrier (ST3) of the third planetary gear set (P3).

33. (NEW) The planetary transmission according to claim 24, wherein the sun gear (S2) of the second planetary gear set (P2) is operationally bound to the transmission input shaft (3).

34. (NEW) The planetary transmission according to claim 24, wherein the carrier (ST2) of the second planetary gear set (P2) is connected with an internal gear (HR3) of the third planetary gear set (P3).

35. (NEW) The planetary transmission according to claim 24, wherein the carrier (ST3) of the third planetary set (P3) is connected to the transmission output shaft (4).

36. (NEW) The planetary transmission according to claim 24, wherein by the first frictional shifting element (K1), one of the sixth shape-fit shifting element (F) and

the fourth shape-fit shifting element (D) and a carrier (ST1) of the first planetary gear set (P1) can be brought into a mutually effective connection.

37. (NEW) The planetary transmission according to claim 24, wherein a sun gear (S1) of the first planetary gear set (P1) and one of the second shape-fit shifting element (B) and the third shape-fit shifting element (C) can be connected by the second frictional shifting element (K2).

38. (NEW) The planetary transmission according to claim 24, wherein a sun gear (S3) of the third planetary gear set (P3) can be connected to the housing (2) by the first shape-fit shifting element (A).

39. (NEW) The planetary transmission according to claim 24, wherein a sun gear (S3) of the third planetary gear set (P3) can be connected with the housing (2) by way another frictional shifting element (A').

40. (NEW) The planetary transmission according to claim 24, wherein the transmission input shaft (3) is connected with the second frictional shifting element (K2) by the second shape-fit shifting element (B).

41. (NEW) The planetary transmission according to claim 24, wherein the second frictional shifting element (K2) is connected with the housing (2) by the third shape-fit shifting element (C).

42. (NEW) The planetary transmission according to claim 24, wherein the first frictional shifting element (K1) is connected with the housing (2) by the fourth shape-fit shifting element (D).

43. (NEW) The planetary transmission according to claim 24, wherein the transmission input shaft (3) can be connected with the carrier (ST1) of the first planetary gear set (P1) as well as with the internal gear (HR2) of the second planetary gear set (P2) by the fifth shape-fit shifting element (E).

44. (NEW) The planetary transmission according to claim 24, wherein the transmission input shaft (3) can be connected with a carrier (ST1) of the first planetary gear set (P1) as well as with an internal gear (HR2) of the second planetary gear set (P2) by another frictional shifting element (E").

45. (NEW) The planetary transmission according to claim 24, wherein the first frictional shifting element (K1) can be connected with an internal gear (HR1) of the first

planetary gear set (P1) as well as with a carrier (ST3) of the third planetary gear set (P3) by way of the sixth shape-fit shifting element (F).

46. (NEW) The planetary transmission according to claim 24, wherein the first frictional shifting element (K1) can be connected with the transmission input shaft (3) by the second and the fifth shape-fit shifting elements (E' and B).